

# BRITISH CARIBBEAN PHILATELIC JOURNAL

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*A Barbados Gathering (see article on p. 38). From left to right –  
Seated: Michel Forand, Clary Holt, Mary Green, Herbert Niles (PMG), Ben Ramkissoon, Edmund Bayley,  
Ron Wike. Standing: Ed Waterous, Charles Freeland, Tony Fields, Del Harris, Peter Kaulback,  
Tex Whitehouse, Francine Leacock (Asst. PMG), Glyne Benjamin (Deputy PMG), Keith Bayley, Vince Wilmot,  
and Paul Konec. (Photo by Felix Kerr. Cyril Bell, David Druett, and Ian Potter  
were not present at the photo session.)*

## Also Featured Inside:

*Leeward Islands KGV1 1/4d  
Cayman Islands postal markings  
The Great White Fleet in Trinidad  
Book Reviews*



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## *The Great White Fleet Visits Trinidad*

by REUBEN A. RAMKISSOON, M.D.

The voyage of the Great White Fleet was undertaken between December 16, 1907 and February 22, 1909 to demonstrate the ability of the United States Navy to operate and dispatch its fleet of battleships to a potential trouble spot anywhere in the world.

The name was a literal description of the appearance and scope of the fleet: the 16 battleships and their escorts were painted all-white. The fleet represented the greatest assemblage of warships and would sail farther than any cruise undertaken by the Navy in modern times (46,000 miles, at a cost of \$13,460,512).

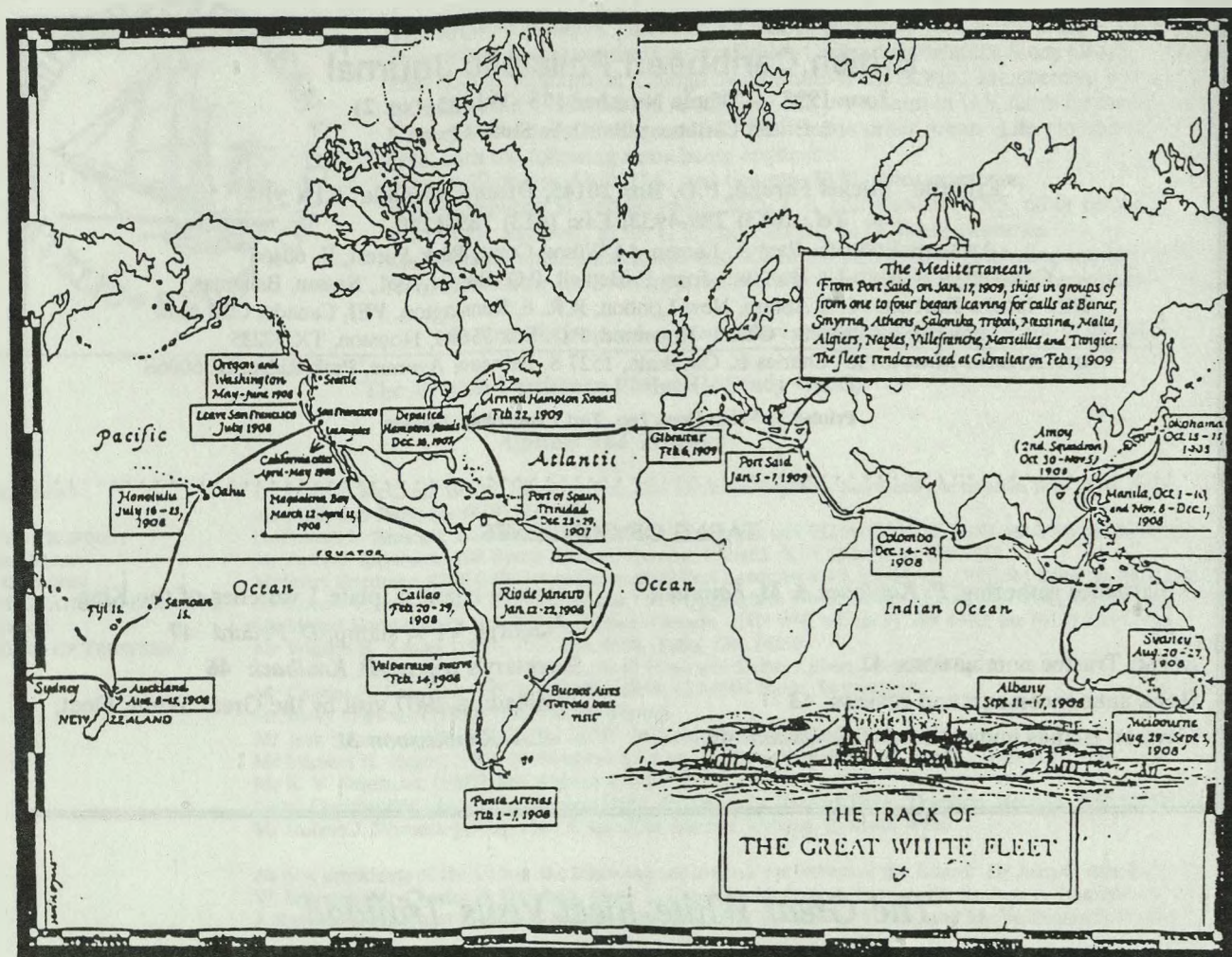
There is no doubt that the round-the-world cruise was intended to be a show of U.S. naval power, to influence friend and foe alike in an era of "big stick" diplomacy.

The fleet departed from the Hampton Roads,

Virginia naval shipyard on the initial leg of the journey, sailing in review before President Theodore Roosevelt. It headed for its first port-of-call – Port of Spain, Trinidad, where it was due to arrive a week later, on December 23, 1907. Two ships – the "Pathfinders" – went before the fleet, which was also accompanied by a small number of destroyers.

### *A "Disaster" in Trinidad*

The sailing of the Great White Fleet was not without advance publicity, which was picked up by the international press in Europe (English, French, and German) as well as in Japan. The New York *Evening Mail* reported that the American fleet "dwarfs all other international topics" in European conversation.



Europeans were beginning to understand that the publicity being generated was the main benefit sought by the United States, and not war. Scare stories about Japan still appeared in the British and Continental press, but most now stated frankly that the Americans were seeking prestige, and some predicted their success or failure in finding it.

As the fleet prepared to enter the smooth waters of the Gulf of Paria, there was anticipation of great throngs eagerly waiting for the ships in Port of Spain, the capital city, ready to cheer the men as they came ashore. Nothing must go amiss when the British dignitaries were piped aboard to pay their respects. A great deal of preparation must be completed so that the men, the ship, and the decor would make for the best impression on their guests.

Officers studied the sailors' appearance and their department records, to make sure that the selection of personnel slated to go ashore would be the type of ambassadors expected to "appear to the

utmost possible advantage ... and to make a good impression in foreign lands."

After a last inspection, the fleet gathered speed and entered the Dragon's Mouth late on December 23. Down the bay it rushed at 11 knots, making smoke and foam for the people ashore. With perfect space and alignment, the ships broke into divisional squares and dropped anchor simultaneously. This leg had covered 1,803 miles.

In the hilly regions of Port of Spain the setting sun still shone brightly on the orange and yellow houses. But the shoreline and quay were in shadow. Where were the cheering crowds? There didn't seem to be any, but in the dusk it was hard to be sure.

By midmorning the next day, it was clear to admirals and seamen alike that there was something wrong. A few dockhands and fishermen were going about their daily duties, and no salute from the fort disturbed the sleepy scene. There were no crowds,

no concession stands, brass bands, or small boats rushing to greet the visitors. There were no dignitaries and no ceremonies. Henry M. Jackson, the governor of the colony, was nowhere to be seen!

Shortly before noon a Royal Navy launch approached the fleet's flagship, U.S.S. *Connecticut*, where Admiral Evans waited impatiently. Visible in the boat was only one red uniform. If this was Governor Jackson, where was his entourage? At the flagship's gangway, the bosun's mate piped with flourishes reserved for great moments of naval pageantry. The guest introduced himself as Colonel Swain, of the governor's staff. He reported that His Excellency was ill and could not visit the *Connecticut*. If Admiral Evans desired to come ashore and take a hotel room, the governor would be glad to call on him there.

An hour later, the admiral arrived at a Port of Spain hotel, and after calling at the governor's palace directly across the street from his "temporary flagship," he received Governor Jackson for ten minutes of stiff amenities. Some officers indicated that the trip ashore was too much for Evans, but others felt that they had "never seen him look so well. He is the strongest flag officer in the fleet."

Two thousand men, representing one seventh of the fleet personnel, had been selected to go ashore. They found the streets deserted, and the stores closed. All but a few avoided the waterfront bar, which served a sailors' specialty called "biograph whiskey because it makes you see moving pictures." The men converged on a few tourist traps, where a brisk sale of parrots, monkeys, Panama hats, and other souvenirs took place.

The reception was dubbed a "cold-blooded welcome," according to correspondent Robert Dunn. Trinidad regarded the 16 battleships as a "squadron of tramps and luggars," and the Americans "made less of a ripple on the surface life in this metropolis than a band of tourists."

The British colonials, always more stiffer-necked than their countrymen at home, were completely indifferent. Prepared to be lionized, the sailors were watched only by their own shore patrols and Trinidad policemen who had heard that Americans had large knives with which they carved their names on everything they saw. But the behavior of the seamen was almost flawless, and only once was the police summoned, when a party of officers lost control of a hired buggy and demolish-

ed it against a stone wall. It was, in all, a truly disappointing day, and the men returned to their ships hours before the set deadline.

The officers fared only a little bit better. There was one official dinner for rear admirals and captains – a chilly affair without speeches or toasts. Their feelings were further injured when they learned of a rebuff that they hosts took no pains to conceal. The Government Ball – a Christmas tradition in Trinidad, famous throughout the Caribbean for its brilliance and gaiety – had been called off the day before the fleet arrived. In fact, there was to be none of the "lawn parties, dances and great receptions" with which the island customarily honored naval officers.

A few officers who had made friends during past visits found unofficial entertainment. Some were invited to the racetrack, where they saw a ruddy Governor Jackson, evidently recovered from his illness, leap about in a box and pound his fists on the rail while rooting horses home!

There was one small reception in a private home, where one gentleman undertook to explain Trinidad's lack of enthusiasm in the fleet. It seemed that the local standards were high. Just a few months ago, the *Dreadnought* had dropped in, showing off her famous statistics. "How many twelve-inchers do your ships have, old chap?" An ensign approached a pretty girl and struck up an urbane conversation, describing the wonders of the Great White Way in New York City. "It is very beautiful," he said. "Very," she answered. The young man returned to the ship with a tale of "compliments bestowed upon America." This lone report greatly "pleased the fleet."

While much was made of these token expressions of a fleet welcome, the truth was that Trinidad did not warm up to the fleet at all. Robert Dunn's blunt but accurate story was to get him in trouble. Many editors at home simply could not bear to print the truth. On Christmas Eve, Americans read that "courtesies are being fairly heaped upon officers and men. ... Sir Henry Jackson, the British Governor, was early aboard Admiral Evans' flagship." There were "crowds on the waterfront, voicing their admiration" and "showering the fleet with hospitality."

But in reality, the fleet was a "city in itself, holding a Christmas festival in its own way, with none to look on." There were holly wreaths in cabin portholes and evergreen branches tied along

deck railings. Suspended from the guns of the main turrets were signs reading, "Peace on Earth, Good Will to Men." It was a "grim joke," some said in criticizing the taste of sign painter Henry Reuter-dahl and his Decorations Committee. Sprigs of mistletoe also inspired sour comments as men recalled their eager expectations of a Christmas spent dancing with the belles of Trinidad. Two bands played on each ship, and for want of something to do, the sailors waltzed with one another as they had in numerous dance practices of the past week.

A loaded row boat with men from the *Louisiana* playing mandolins and singing carols went from ship to ship. Santa Claus appeared, presenting the *Louisiana's* Captain Richard Wainwright with a tin whistle, which he blew to the delight of the men, who had thought him too haughty to engage in horseplay. Rear Admiral Thomas received a set of golf clubs from the *Minnesota's* crew, who did not know of his heart condition.

For dinner, there was roast turkey, giblet gravy, plum pudding, coffee, and cigars for all the hands.

During the next four days, the fleet loaded coal, a duty which crews always hated for its hot, dirty labor. This time they worked willingly, knowing they could leave Trinidad as soon as the bunkers were full.

Deep in the *Ohio*, the black gangs received the sacks and emptied them into bunkers. The light was dim, but luckily someone noticed a small cylindrical object before it was hidden in the shifting black heaps. He dug it out and took it to the engine-room officer, who conveyed it immediately to Captain Charles Bartlett. Here was a matter demanding secrecy. Bartlett could not use signal flags, much less the unpredictable wireless. In a few minutes, the *Ohio's* launch was on its way to the flagship.

Admiral Evans broke the seal and read Captain Bartlett's message. The *Ohio* had been loading from the Norwegian ship *Fortuna* when a coal passer had found half a stick of dynamite in soggy condition. It had been wrapped in paraffin paper to keep it dry, but a shovel had torn the sack and cut the stick in two. A search for the other half was now under way.

During the next fourteen months, overworked black gangs on all ships would perform an additional duty – lump-by-lump hunts through thousands of tons of coal. Every stick of dynamite had to be discovered before the coal was shoveled into a boiler. This secret, shared by the coalmen and the highest-ranking officers of the fleet, was never disclosed to the men.



Figure 1. American sailors in the company of a Trinidad family.

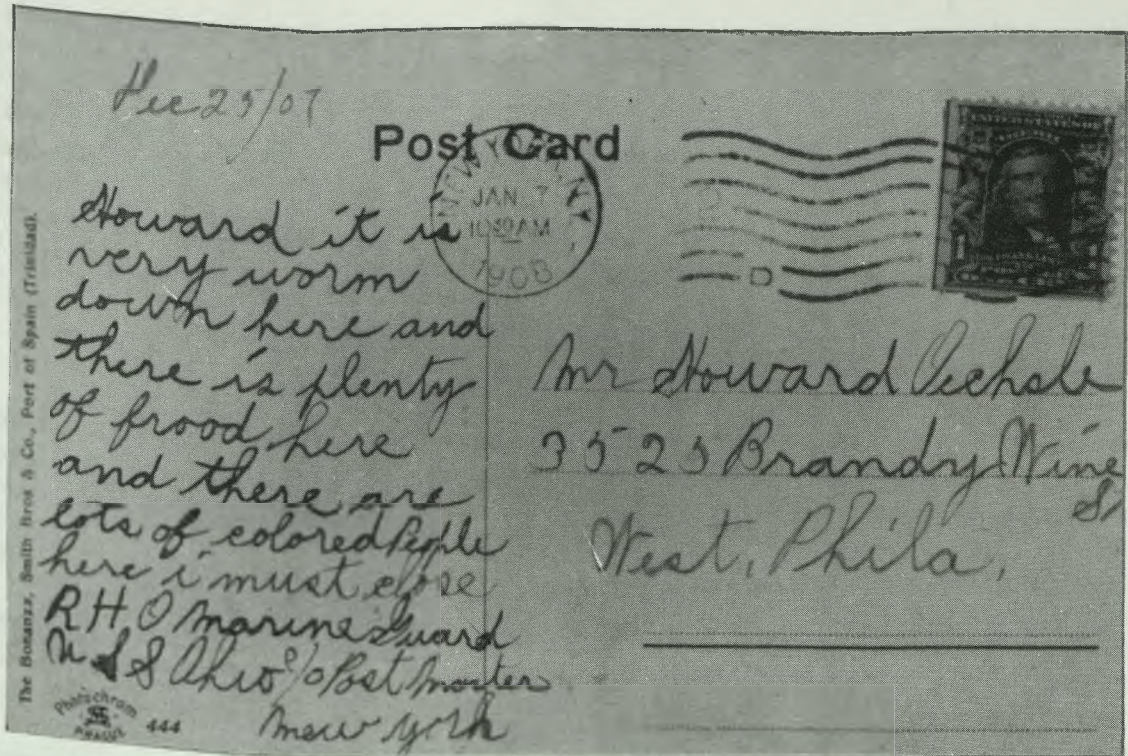


Figure 2. This card, written on Christmas Day by "RHO Marine Guard" aboard U.S.S. Ohio, was sent to New York by a Navy collier.

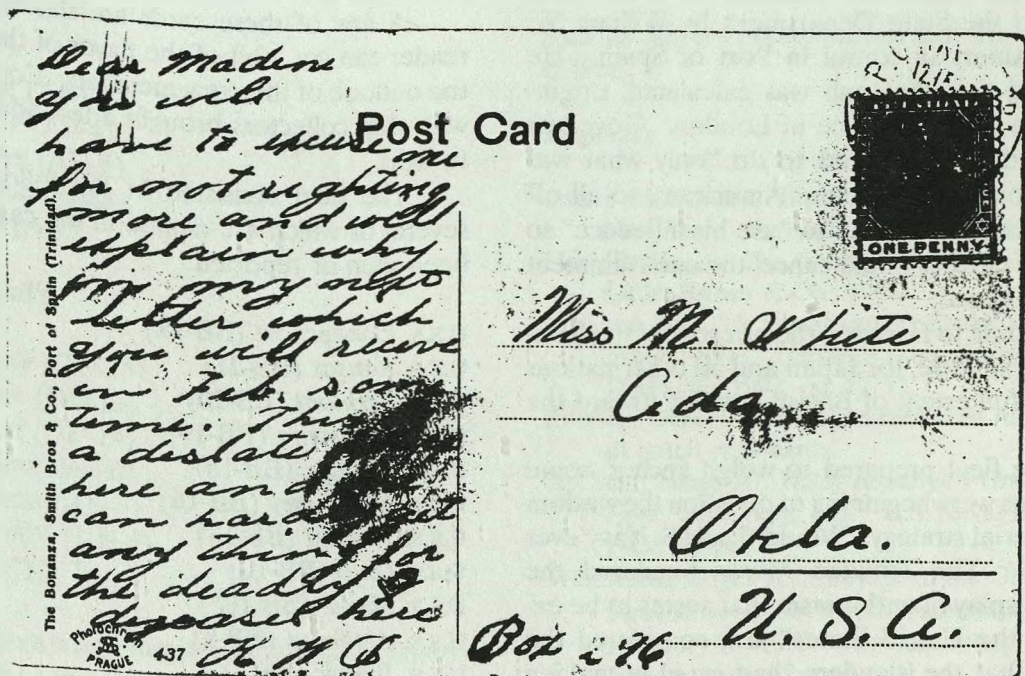


Figure 3. Postmarked December 28, 1907, at the GPO, Port of Spain. The message reads: "Dear Madene - You will have to excuse me for not righting [sic] more and will explain why in my next letter which you will receive [sic] in Feb. some time. This is a desolate [sic] place here and we can hardly get any thing for the deadly diseases [sic] here. K.W.S."

The possibility of sabotage has haunted all navies as they exposed their ships in any series of pageants. But during the Trinidad visit of the Great White Fleet, only one Englishman, Colonel Swain of the governor's office, had come aboard one of the ships. There was no evidence that anyone from the colony had visited any of the other ships. Within an hour of Captain Bartlett's message being received, the commander sent an order to all ships, asking that foreign guests, without exception, be kept under guard on the quarterdeck, where they would quickly conduct the business for which they had come aboard.

In view of the diplomatic purpose of the mission, the order soon proved embarrassing and impossible to enforce.

Coaling was finished on December 29, and the fleet prepared to leave Trinidad that same day. The dynamite had failed to explode, but most officers regarded the visit as a great disaster, a damaging blow to American prestige. They sought to rationalize the humiliation. Perhaps the people were preoccupied with Christmas. Possibly the fleet should not have come during the racing season. Or perhaps the ships had been poorly placed in the harbor, not in the best viewing position.

The real reason for Trinidad's behavior was reported to the State Department by William W. Handley, American consul in Port of Spain. He had learned that the snub was calculated, originating at the Foreign Office in London. Governor Jackson had been ordered to do "only what was absolutely necessary" for the Americans, to all off the Government Ball, and to "use his influence" so that private citizens would cancel the entertainment they had planned.

According to Handley, the purpose of this policy was to dramatize, for Japan and all other nations to see, the full extent of British hostility toward the cruise.

As the fleet prepared to weigh anchor, some Trinidadians were beginning to question the wisdom of the imperial strategy. Would the U.S. Navy ever call again? The Trinidad *Mirror* pondered the "unusual display of enthusiasm that seems to be expected on the United States" and considered the possibility that the islanders "had erred in making such a point of their indifference."

Even Governor Jackson hated to see the fleet leave in the present mood. Ignoring the instructions he had received from London, he sent Admiral

Evans this last-minute note: "Congratulations on the irreproachable behaviour of your men on leave. ... I can assure you that your men established a record hard to equal and impossible to beat." The *Connecticut's* press turned out hundreds of copies of the note, and it was prominently posted on all the ships. But it could not cajole the crews from their variously expressed desire never to see Trinidad again!

### *Philatelic Connections*

The philatelic connections of this saga came about through a picture postcard I acquired a couple of years ago. It depicted several U.S. sailors with a Trinidad East Indian family and was captioned, "In the Suburbs of Trinidad Christmas Day 1908" (Figure 1).

This led me to research the story of the Great White Fleet and then to search through my collection of Trinidad view cards to ascertain whether there were examples of such cards used by crew members from their on-shore leave purchases of souvenirs. I discovered several cards that were definitely mailed during the Great White Fleet's visit, and others that were most likely to have been posted on that occasion.

A few of these cards are shown, so that the reader can get a bit of the flavor of the visit and of the outlook of the crew members. Correspondence with ship collectors brought a few additional cards to light.

The fleet consisted of the following vessels, several of which are named in the cards that have been seen or reported.

- U.S.S. *Connecticut* (BB-18)
- U.S.S. *Kansas* (BB-21)
- U.S.S. *Vermont* (BB-20)
- U.S.S. *Louisiana* (BB-19)
- U.S.S. *Georgia* (BB-15)
- U.S.S. *New Jersey* (BB-16)
- U.S.S. *Virginia* (BB-13)
- U.S.S. *Ohio* (BB-12)
- U.S.S. *Maine* (BB-10)
- U.S.S. *Alabama* (BB-8)
- U.S.S. *Illinois* (BB-7)
- U.S.S. *Kearsarge* (BB-5)
- U.S.S. *Kentucky* (BB-6)
- U.S.S. *Rhode Island* (BB-17)
- U.S.S. *Minnesota* (BB-22)



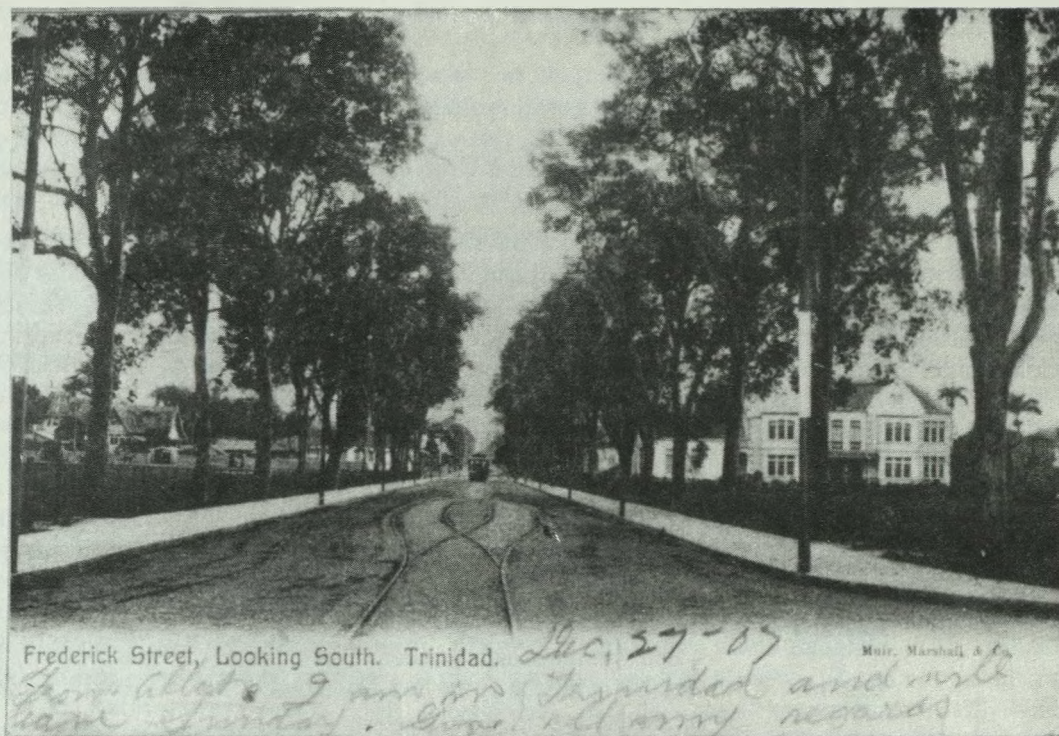


Figure 4. This postcard, written on December 27, 1907, is postmarked New York January 7, 1908. The message reads: "From Albert. I am now in Trinidad and will leave Sunday. Give all my regards."

#### Auxiliaries

U.S.S. *Culgoa* (AF)  
 U.S.S. *Glacier* (AF-4)  
 U.S.S. *Panther* (AD-6)  
 U.S.S. *Yankton* (yacht)  
 U.S.S. *Relief* (AH)

#### Torpedo Flotilla

U.S.S. *Whipple* (DD-15)  
 U.S.S. *Stewart* (DD-13)  
 U.S.S. *Truxun* (DD-14)  
 U.S.S. *Hopkins* (DD-6)  
 U.S.S. *Arethusa* (AO-7)  
 U.S.S. *Lawrence* (DD-8)  
 U.S.S. *Hull* (DD-7)

The ships from which they received coal at Trinidad were *Fortuna* and *Athalle*, two Norwegian vessels, as

well as *Marcellus*, *Leonidas*, and *Hannibal*, naval colliers.

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## A Barbados Gathering

by PETER KAULBACK AND MICHEL FORAND

The BCPSG's Annual General Meeting for 1995 was held at the Coconut Court Beach Hotel, in Hastings, Christ Church, Barbados, during the week of May 15th to 20th. In actual fact, it is somewhat difficult to give a precise beginning and ending to the period, as one attendee arrived as early as the 11th and most departed after the 20th. Throughout, there was a mixture of philatelic and social activities, ranging from the formal and organized to the spontaneous and unstructured. The following is the approximate schedule of organized events.

Monday, May 15	1700 hrs	Annual General Meeting
	1830 hrs	Display: – Ron Wike, Trinidad postal history
Tuesday, May 16	1300 hrs	Display: – Edmund Bayley, Barbados revenue stamps
	1400 hrs	Bourse by David Druett and Paul Konec
	1630 hrs	Display: – Ben Ramkissoon, the Great White Fleet in Trinidad (1908)
	1830 hrs	Reception hosted at the Seaview Hotel by Mr H. Niles, Postmaster General of Barbados
Wednesday, May 17	0700 hrs	Visit to the HARP gun
	0930 hrs	Visit to selected post offices or Tour of the Mount Gay Visitors' Centre and Rum Refinery
	1400 hrs	Tour of the GPO, Bridgetown
Thursday, May 18	0545 hrs	Visit to Graeme Hall Swamp for wildlife viewing
	1400 hrs	Tour of COT Printery
	1830 hrs	Displays: – Ed Waterous, Bahamas special delivery and express services and markings – Michel Forand, censorship in Bermuda from the Boer War to WWII – Ian Potter, the postal history of Jamaica – Tex Whitehouse, recent interesting acquisitions – Peter Kaulback, official markings of the British Caribbean from 1980 to the present
Friday, May 19	0900 hrs	Tour of the island (seven hours)
Saturday, May 20	1100 hrs	Tour of the Barbados Museum
Sunday, May 21	1100 hrs	Tour of the Garrison (historical buildings and H.Q. of the Barbados Defence Force)

The following members – from Barbados, the United States, the United Kingdom, Canada, and Switzerland – were in attendance:

Edmund Bayley	J. Anthony Fields	Del Harris	Ben Ramkissoon	Ron Wike
Keith Bayley	Michel Forand	Clary Holt	Ed Waterous	
Cyril Bell	Charles Freeland	Peter Kaulback	Tex Whitehouse	
David Druett	Mary Green	Ian Potter	Vincent Wilmot	

In addition, several guests, including Clyde Jennings and Paul Konec, took part in at least some of our philatelic activities. As would be expected, many of the above were accompanied by their "significant other," which almost doubled the number of potential attendees at any function or activity. We also had significant involvement from our local membership with Ed and Keith Bayley, Tony Fields and, of course, Mary Green, who acted as our local coordinator and without whom the entire week would probably have been a disaster – not to mention very boring. A few mem-

bers of the Barbados Philatelic Society (of which Tony is the current president) also attended some of our activities as guests.

The Annual General Meeting was held in Room 1 at the hotel, which served as our hospitality suite and where all philatelic displays also took place. The meeting room (living room) faced the ocean, about 50 feet away, and was open on two sides, letting in the breeze.

Unfortunately, several officers of the Group could not attend; hence, the AGM was chaired by Secretary P. Kaulback, and BCPJ Editor M. Forand presented the reports prepared by President Peter McCann and Treasurer Barry Friedman. The main topic of discussion during the AGM were the Edward F. Addiss Memorial Fund and what the BCPSG can do to gain new members. This part of the meeting lasted well over an hour, proof of the interest that those in attendance have in the future of the Group.

The displays held the interest of members throughout and were enthusiastically received. Active question-and-answer periods followed each presentation. Because there were no display frames, material was passed around from one person to another. Ed Bayley's interesting presentation was almost marred by the temporary disappearance of a recent high-value stamp while album pages were being passed around the room. Fortunately, the stamp was found – to Ed's evident relief – having been blown from the page by the omnipresent breeze and having lodged itself under a cushion!

David Druett (Pennymead Auctions) and Paul Konec (R F Stamps and Postcards) put on a bourse with a large selection of philatelic material and postcards. Viewing and purchasing were facilitated (if that's the word) by a fiery but magnificent rum punch supplied by the two dealers and prepared by Mary.

The cocktail reception given on May 16 by the Postmaster General of Barbados, Mr Herbert Niles, at the Seaview Hotel (about 10 minutes' walking distance from the Coconut Court Hotel) was a delightful affair, attended by many of Mr Niles's staff (see photo) and by members of the Barbados Philatelic Society. The BCPSG members were most appreciative of this gracious event held in honor of their visit. A BCPSG medal was presented to Mr Niles on behalf of the Group.

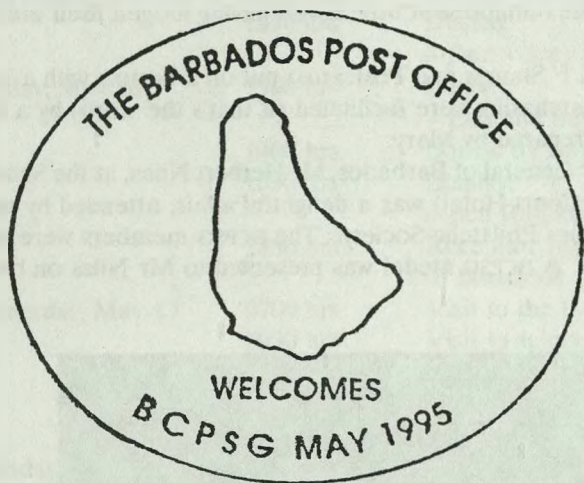


*Barbados Government Officials and Post Office staff at the May 16 reception. From left to right: Seated – Marcia Cumberbotch, Ministry of Home Affairs; Shelly Hope-Reece, Philatelic Bureau; Edsyl Cragwell, Worthing P.O.; Herbert Niles, Postmaster General; Mignel Harris, Accounts; Lorna Edwards, head of the Philatelic Bureau; Marlene Marshall, Philatelic Bureau. Standing – S. Chaplin, Accounts; Linda Alleyne, Philatelic Bureau; Arthur Lewis, Philatelic Bureau; M. Hope, Assistant PMG; Richard Nightingale, West Terrace P.O.; R. Belgrave, Accounts; Joel Braithwaite, Finance; Reginald Nightingale, Special Inspector of Postmen; Keith York, Accounts; Francine Leacock, Assistant PMG; Cyril Gill, former PMG; Glyne Benjamin, Deputy PMG; Warner Alleyne, Stamp Advisory Committee (photo by Felix Kerr).*

The next morning, a small group of dedicated collectors, in a car driven by Peter Kaulback, went on a postmark hunt, visiting several parish post offices, while a second (and larger) group, obviously less philatelically inclined that day, toured the Mount Gay Visitors' Centre and Rum Distillery just outside Bridgetown, steered by a most gracious guide and treated to various grades of rum before, during, and after lunch.

The two groups met at the GPO in the early afternoon, where a tour led by Lorna Edwards, head of the Philatelic Bureau, proved to be a high point of our visit in Barbados. The GPO tour enabled all present to see all aspects of the facility, including the parcels area and the sorting room. Some unforgettable scenes took place here, as ordinarily dignified men (including one former BCPSG president) were seen scouring the floors of the parcel rooms or digging through large garbage bins, looking for discarded postal labels. Unfortunately, no camera was available to capture these delightful moments. In the sorting room, the postal employees appeared to be somewhat alarmed at first, upon seeing a group of crazy people rushing about in efforts to get strikes of every handstamp and examples of every label in sight, but they soon realized we were quite harmless! The wives and companions on the tour were also quite amused.

It should be mentioned that the Barbados Post Office, through the offices of Ms. Francine Leacock, Assistant PMG, prepared a special cachet handstamp on the occasion of our visit. We did not see a large number of people making use of the handstamp, so cacheted covers may become one of the great rarities of modern Barbados philately (hum!).



The tour of COT Printery (COT = Colour Offset Technology) on May 18 also proved to be very popular, with no fewer than 23 people being taken there by bus. We were guests of the company's youthful Managing Director, Nigel Worme. COT Printery is the only firm in the Caribbean/West Indies area that prints stamps – and one of only 12 private firms in the world that are licensed to do so. The firm produced its first Barbados set ("Great West Indians") in July 1994 and has since printed another ("VE Day Commemoration"). In addition, plans are being made to print stamps for a few other Caribbean islands, and negotiations are under way with several others. We were guided by Mr Worme throughout the entire facility and were given a superb presentation on the intricate processes

leading to the printing of stamps. The pre-press room was particularly fascinating, with some of the employees giving us demonstrations of the possibilities offered by advanced computer software. The company has invested heavily in the specialized equipment required by security printers and plans further expenditures to keep up with the competition.



*Ron Wike and Peter Kaulback outside the COT Printery (photo by Edna Wike)*



*Peter Kaulback with GPO officials and staff*

*Above: Lorna Edwards, Herbert Niles (PMG) and Francine Leacock, with BCPG members Clary Holt and Vince Wilmot in the background; below: Arthur Lewis, Linda Alleyne, Shelley Hope-Reece, Cheryl Watson – all Philatelic Bureau employees (photos by Felix Kerr).*



The two local dailies – *The Barbados Advocate* and *The Daily Nation* – both reported on our group's visit to the COT Printery, each printing a different photograph. Photocopies of the articles are available from Peter Kaulback.

Other events had been organized for our visit. One was a visit to the High Altitude Research Project (HARP) gun, located on the south coast near Seawell. This gun is what remains of the test facility established by Gerald Bull – the Canadian who was murdered in Brussels in the 1980s, after selling Iraqi leader Saddam Hussein a "super-gun" that was intercepted by the British before it could be delivered. Because the site can only be accessed by going through a military facility and rifle range, visits must take place early in the morning – hence the 7 a.m. departure from the hotel for the 14 people who went on this tour.



*Photo by D. Harris*

The visit to Graeme Hall Swamp the next day took place even earlier – departure from the hotel at 5.45 a.m. – and 11 hardy souls were ready for this exploration of a wilderness area surrounding an inland lake where large *tilapia* fish could be seen languidly breaking the surface of the murky waters while egrets and other birds flew overhead.

Many in the group also toured the Barbados Museum (the subject of a 1993 stamp issue commemorating its 60th anniversary). The Museum has many fascinating displays and is well worth a visit. The Museum's library was open, and some of our members found interesting things there.

Major M. Hartland was our host and guide when we visited the Garrison and the adjacent fortifications, with their numerous old cannons, and we certainly appreciated the time he took to give us this most interesting presentation. Visits to the military cemetery and to the old iron lighthouse also took place.

The tour that offered the greatest variety was unquestionably that of the whole island itself, which took about seven hours, including stops at St Nicholas Abbey, the Edgewater Inn in Bathsheba (for lunch), St John's Church, and the Crane Beach Hotel. Not only were we given an opportunity to see a very different side of Barbados in the northern parishes, but there were spectacular views of the Atlantic Ocean from Cherry Tree Hill (altitude 245 meters) and other points.

In addition to enabling first-time visitors to discover a beautiful island and a gracious people, the visit to Barbados afforded us many opportunities to renew acquaintances and make new friends within our own group. Much seafood (including the "flying fish cutter," a local specialty) and much rum or beer were consumed, and the entire week was, by all accounts, enjoyed by all those present. Indeed, many strongly supported the idea of holding another AGM in one of the countries that fall within the BCPSG's area of interest, expressing the hope it will not take another 19 years before this happens (the only other AGM in the area was held in Tortola in 1976).

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## BCPSG Trustee Nominations

The terms of three BCPSG Trustees expire in 1995, and elections by the entire membership will be held this later this year. Members who wish to nominate themselves or someone else for these six-year positions are invited to write to Secretary Peter Kaulback (address on the inside front cover).

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## Book Announcements and Reviews

***The King George V High-Value Stamps of Bermuda, 1917-1938*, by Myles Glazer, Ph.D.; published by Calaby Publishers; 208 pages; illustr., biblio., index; hardbound.**

THIS BOOK CONTAINS comprehensive and detailed information on all aspects of the 38 printings of Bermuda's King George V key-plate issue. It offers historical, artistic, and technical information on the production and delivery of the stamps, their usage and distribution, and their physical characteristics, as well as on the use of varieties and of color and plate-flaw analysis for the identification of printings, and on the valuation of the stamps.

The collector will learn how stamps were ordered, where designs originated, how the dies and printing plates were made, and the process used to approve the proofs. There is an explanation of how the inks, gums, paper and paper coatings were made, the different printings, and relative rarity and value of stamps. There is also information on flaw and printing plate repairs, as well as the cause of watermark errors.

Much of this information can be generalized to other British colonial stamps of that era. The key plate flaws that are evident on the King George V Bermuda stamps also exist on the key plate issues of Ceylon, Leeward Islands, Malta, Nigeria, Nyasaland, and Straits Settlements that were produced during that time.

There is previously unpublished information provided by Marcus Faux, who worked for the Crown Agents from 1915 until his retirement in the 1960s from the position of chief inspector. His correspondence with the author provides information and anecdotes that con-

ventional research could never supply. There is also original material from the Crown Agents and De La Rue records which solves mysteries on the ordering, manufacturing, and delivery processes.

The information in this book will assist the novice collector in building a general Bermuda King George V high-value collection and will provide the advanced collector with enough information to identify and categorize all 38 printings.

The author has a Ph.D. in analytical chemistry and is a long-time Bermuda philatelist and philatelic researcher. He has been able to combine his background as a chemist and his love of stamp collecting. The result of his research is to add a dimension of science to the art of philately in a way that is easy for stamp collectors to understand and apply.

There are over 200 illustrations in the book, showing examples of proofs, die proofs, essays, plate numbers, cancellations, and covers. This includes four color plates illustrating the most common varieties of the 2s6d, 5s, 10s, 12s6d, and £1 stamps.

The book concludes with an index and six appendices giving comprehensive technical information for interested specialists.

The book is priced at US\$79.50 (United States) or US\$81.50 (Canada), postpaid. It is distributed in North America by Phil Bansner, P.O. Box 2529, West Lawn, PA 19609; tel.: (610) 678-5000 or (800) 438-4483 (from the U.S.A. and Canada); fax: (610) 678-5400.

[Announcement.]

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THERE ARE TWO POSSIBLE REASONS why someone who is an ignoramus on a subject is asked to review a book about it. One is that an ignorant reviewer may fail to observe flaws in the book which one familiar with the subject would certainly criticize; the second is that an ignorant reviewer start with no preconceptions or no axes to grind.

Perhaps I should explain that I know (or rather, knew) nothing about KGV keyplates, although I am familiar with those of the next reign. Hence, I am a frequent user of the "Green Book"<sup>1</sup> and other philatelic handbooks, and can perhaps use my experience of these to deliver a subjective judgment.

The truly refined (and probably mythical) oenologist is reported to be able to tell you not only on which slope

the relevant grapes were picked but also how long it had been since the feet that trod them had been washed. There is a philatelic equivalent: the philatelist can tell you not only when a stamp was printed but from which position in the sheet the stamp came. It is my firm belief, which I feel sure would be shared by Dr Glazer, that a philatelic handbook should go as far as possible towards enabling its reader to scale these dizzy heights.

Dr Glazer begins with a chapter on Production and Delivery, giving the background and history of key types and much detail on the Bermuda issues. The following chapter deals with Usage and Distribution, detailing the fiscal, postal, and philatelic use of the KGV high values. He has carried out a great deal of research and has extrapolated from it with all the skill one would anti-

ciate from a professional scientist. At all times in this book, with the sole exception of the index, the writing and logic are rigorous and careful to a degree. He pays tribute to Michel Forand for "translating" his scientific writing, and I must echo this tribute: I had expected the book to be less readable than it is.

The chapter on Physical Characteristics – a very major consideration, given the immense visual appeal of the key-type issues) is brief but invaluable, and completes the background information. From here to the end of the main text is the core of the book, the reason for the collector or dealer to purchase it. There are detailed descriptions of every printing and subvariety of each printing, both in daylight and under the ultraviolet lamp; each subdivision is graded according to scarcity. There is a fine chapter on the plate flaws and I know that I, as a dealer, will refer to this frequently. The quality of the flaw illustrations is generally good, with the exception of the two 4s planing flaws.

In summary, the potential student of the KGV Bermuda key-type issues should glean just about everything he or she needs from this book. Dr Glazer certainly understands the issue and its technical background. While, knowing the author, I believe him implicitly when he details the results of his more esoteric scientific methods, I suppose that it is not beyond the bounds of possibility that he has "cooked the books" in some way. There are not many who would be in a position to disprove his findings!

There are a few minor points with which I would like to take issue. On page 26, it is stated that the six specimen sets kept to meet any requirements for additional countries joining the U.P.U. were retained by the

***Wartime Airmails: Great Britain – Transatlantic and Beyond*, by Charles R. Entwistle; published by Chavril Press, Bloomfield, Perth Road, Abernethy, Perth, Scotland PH2 9LW; 24 pages; illustr.; softbound. Price £5.50 postpaid (U.K.); add £1 for Europe and £2 (airmail) for the rest of the world.**

This booklet, which follows another in the same series entitled *The Horseshoe Route*, contains a great deal of information despite its small size. The author, a dealer "in all aspects of War and Philately," traces the development of airmail services just before and during the war, and outlines the obstacles faced by Pan American Airways and Imperial Airways (which became BOAC in April 1940) in attempting to maintain some sort of sched-

ule across the Atlantic. This is not so. To quote Marcus Faux (private correspondence, May 1988): "A further block of six stamps should be added ... so that these could be retained by the GPO in London to set against any change that had taken place in the UPU requirements" (my italics). I did not find Figure 2-23 (which purports to show a cleaned fiscal cancel) particularly helpful. On page 78, I am not clear as to whether the Jubilee lines were taken into account when calculating the amount of ink necessary for printing a sheet of stamps. On page 155, I do not agree at all with Dr Glazer's suggestion that the value of printings unlisted in stamp catalogues is necessarily related to that of listed printings. This is not a theoretical world: the value of an unlisted printing is what a collector can be persuaded to pay for it, if indeed he or she wishes to acquire something than can be distinguished by its near-relative only by Scanning Electron Microscopy.

The index is marred by a number of omissions and errors that were evident to me on a casual inspection. I hope that this will not detract from its usefulness too much, but it is a shame that the index could not have been given the same manifestly rigorous treatment as the rest of the book.

I feel that collectors will come to rely on this book. If you haven't already bought it and feel you might wish to at some time in the future, go out and buy it: it will open your eyes. — *R.G.P. Pollard*

- 1 Robert W. Dickgiesser and Eric P. Yendall, *King George VI Large Key Type Stamps of Bermuda, Leeward Islands, Nyasaland*. Weston, Mass.: Triad Publications, 1985.

ule across the Atlantic. As collectors of transatlantic air mail and censorship mail well know, Bermuda, Puerto Rico, and Trinidad were refueling stops along some of these routes. Some details about the "Atlantic Bridge" (later "Atlantic Ferry") are provided.

The section devoted to the postal history of transatlantic mail explains how one can identify covers carried on the airmail services. It also includes a table of transatlantic air postal rates from the U.K. to various countries.

The book is illustrated with two maps, a few covers, and some postal and censorship markings.

This is a helpful work, providing a good overview of the subject. — *M. Forand*



***Bermuda Mails to 1865: An Inventory of the Postal Markings***, by Michel Forand and Charles Freeland; monograph no. 13 of the BCPSG, published in June 1995; 124 pages; illustr., biblio.; softbound.

Based on their review of thousands of auction catalogues, price lists, and other sources, Forand and Freeland have compiled a list of all examples on cover or entire of Bermuda's early postmarks that have been on the open philatelic market over the past six decades. The period covered is from 1820 to 1865 – from the first recorded use of postal handstamps to the introduction of adhesive postage stamps.

The inventory contains approximately 650 entries, divided into four major categories: datestamps, Paid stamps, Ship Letter stamps, and forwarding agent marks. Among the Paid stamps are the well-known crowned circles of Hamilton, Ireland Island, and St George's. Manuscript and handstamped forwarding agent marks are also described, including those found on covers carried by Blockade runners during the American Civil War.

Each entry contains a description of the marking and the cover or entire on which it is found, and (whenever possible) the names of the ships on which it was carried and the item's provenance (e.g., auction catalogues). Most of the letters recorded are to or from Britain, with smaller quantities to or from Nova Scotia, Newfoundland, the United States and the West Indies. The book is abundantly illustrated with reproductions of representative examples; two maps and several nineteenth-century packet ships are also shown.

In the preface, the authors write that they have compiled the inventory because they believe it "will be useful in revealing the scope and range of usage of Bermuda's early handstamps and giving philatelists information about the provenance of handstamped covers or entires in their own collections."

Forand and Freeland show that Bermuda markings sometimes described as "rare" are more common than previously thought. For instance, they record just over 200 examples of the first datestamp used at Hamilton, the capital of Bermuda. At the same time, several types are truly rare, with only a few copies being reported. Only one example of each of the five forwarding cachets has been recorded so far. All five are illustrated in the book.

The authors benefited in their work from the close cooperation of M.H. Ludington, the leading authority on Bermuda postal history. They also received information on individual letters and covers from about 25 collectors and dealers.

In the introduction they provide a brief overview of

Bermuda's pre-1820 postal history and illustrate a few letters from that period (including one written in 1620). Post-1820 packet and ship letters without Bermuda handstamps are also shown, and tables summarizing packet services and postal rates during the period are included. The study also provides a description of the handstamps, information about their usage (with a table listing the earliest and latest recorded examples of each type), and notes about the correspondences and archives in which many of them have been found.

Tables listing the dates of arrival and departure of three packet services (1827, 1842–50, and 1850–54) are included in an appendix. These tables, originally compiled by Ludington, have been updated by him and reproduced with his permission. The book concludes with a bibliography containing a list of all the auction catalogues and price lists in which the two compilers found relevant information.

The publication of this monograph was financed through the Edward F. Addiss Memorial Fund. Members of the Group may purchase copies of *Bermuda Mails to 1865* at \$15/£9, postpaid (surface), from Cyril Bell, 4445 Riverside Drive, Lilburn, GA 30247. Payment should be made by check/cheque (made out to "British Caribbean Philatelic Study Group") in U.S. dollars drawn on a U.S. bank, or in pounds sterling drawn on a U.K. bank.

[Announcement]

#### *Future BCPSG Monographs*

Another Bermuda-related monograph is being prepared: Morris Ludington has sent us a text on the postal history of Blockade running through Bermuda during the American Civil War (1861–65). Publication is expected this fall.

Two monographs dealing with Jamaica postal history are being planned. The first is a book containing reproductions of album pages from Bob Swarbrick's collection. This book is being produced with the help of James Grimwood-Taylor, the owner and general manager of Cavendish Philatelic Auctions (the firm that will offer Bob's collection for sale in September). Expected length: up to 500 pages. This book should be ready sometime this summer.

The second work is Ian Potter's *The Postmarks of Jamaica*, which lists for each post office (in alphabetical order) the postal markings recorded since the beginning of postal services in Jamaica, with earliest and latest recorded dates of usage, etc. This monograph will be a much expanded revision of Tom Foster's book, published in the early 1960s. Expected length: 350 to 400 pages. Tentative release date: early 1996.

## Secretary's Report

by PETER KAULBACK

### New Member

The applicant listed in the March 1995 issue of the journal has been admitted to membership in the British Caribbean Philatelic Study Group.

### New Applicants

John H. Byl, Trula, Shilstone Lane, Throwleigh, Devon, EX20 2HX, U.K.; sponsored by R.V. Swarbrick; collects Cayman Islands (pre-1938).  
Peter C. Ford, 28 Orchard Close, Hail Weston, St. Neots, Cambs., PE19 4LF, U.K.; sponsored by R.V. Swarbrick; collects all BWI, especially British Guiana, specializing in the 1953-75 issues, village postmarks, and Waterlow issues of 1931-61.

Mark R. Harvey, P.O. Box 50, Chiddingfold, Surrey, GU8 4XQ, U.K.; sponsored by R.V. Swarbrick; professional philatelist.

Helge Skau, Agertoften 4, DK-6230 Rødekro, Denmark; sponsored by R.V. Swarbrick; collects used stamps and postal history of the Caribbean and many other areas.

### Dropped for Non-payment of Dues

Buchanan, G.  
Burr, I. T.  
Bylen, P.  
Canadian National Archives  
Carter, V.  
Colacino, R.  
Conn, R.  
Darlington, R.  
Escalante Cabezas, L.  
Farrell, B.  
Foster, R.  
Friedel, M.

### Address Changes or Corrections

Robert J. Cooley, 3245 Rossmoor Parkway, #3, Walnut Creek, CA 94595  
Denis Dant, 1329 Hidden Creek Dr. N.E., Keizer, OR 97303-7822  
David Druett, Pennymead Auctions, 1 Brewerton Street, Knaresborough, N. Yorks. HG5 8AZ  
Clive Rosendorff, 333 Central Park West, Apt. 83, New York, NY 10025-7105  
Earl "Tex" Whitehouse, 1008 Palmer Road, #6, Fort Washington, MD 20744

### Resigned

Shoemaker, R.

### Deceased

Delaney, John

Hamilton, M.  
Hare, J.  
Loevy, S.  
Lundberg, J.  
McBride, E.H.W.  
Neil, R.  
Peters, S.  
Roth, S.  
Rusling, H.  
Thorne, R.  
Vinelli, P.

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## Leeward Islands: Keyplate Varieties of the King George VI 1/4d Value, Plate 1

by DICKON POLLARD

We recently acquired a collection of Leewards low-value key types, which was rather more of an accumulation, in that it was unarranged, although there were some notes with it. It had been part of the collection of the late Stan Durnin, who was responsible for some early articles in *GEOSIX* (the journal of the King George VI Collectors' Society) on the subject of postmarks on BWI stamps. It seems that the purchaser of this collection had intended to "do something with it" but alas, like so many of us in such circumstances, met with failure.

There were a good number of multiples, including complete sheets, in this lot. There were a

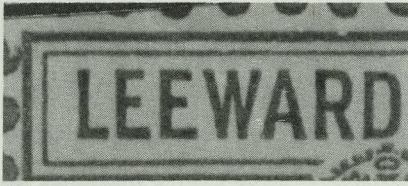
lot of pieces from Plate 1, which is (in my experience, at least) difficult. While we had a complete sheet of SG 95, Plate 1, in the office, a friend (Gerry Bater) paid us a visit to do some photography for us, and I decided to ask him to shoot the keyplate varieties on the sheet. The results were excellent, and I hope the notes will enable collectors of this issue to position a few items in their own collections.

References to "Halward #" refer to articles by the late Philip Halward in *The Stamp Lover* in 1975, in which he began to number the various flaws in this series.

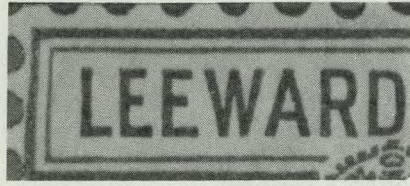


R1/1

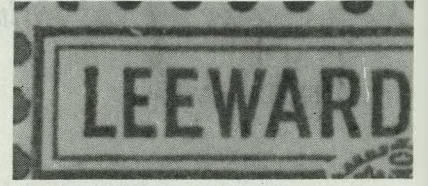
*Left Pane*



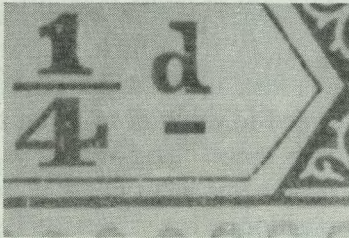
R1/4



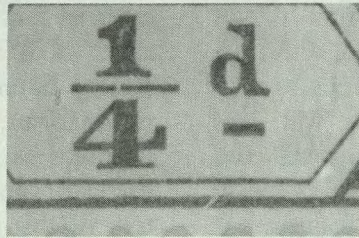
R2/1



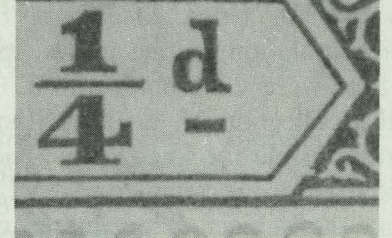
R2/5



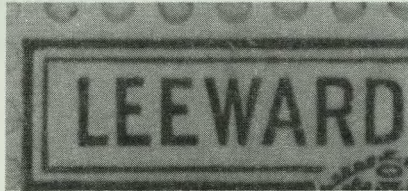
R3/3



R3/6



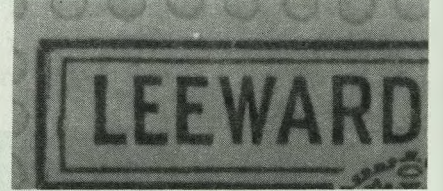
R4/2



R4/6



R5/2

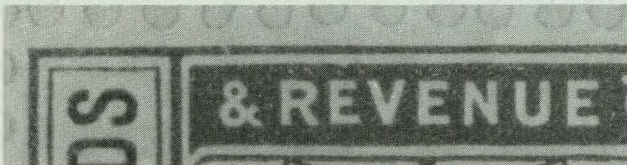


R9/3



R7/6

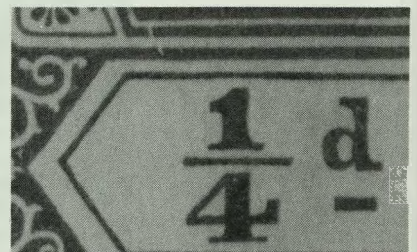
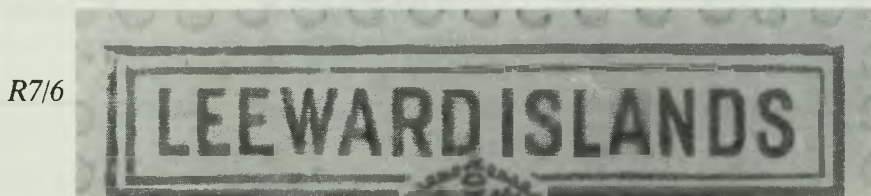
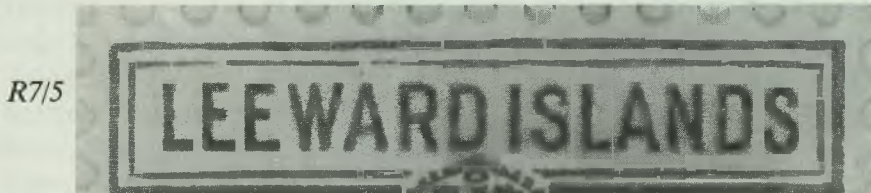
*Right Pane*



R5/2



R6/2



R8/4

**Left Pane**

- R1/1 The top of the left frame slopes outward. This is not as pronounced a variety as R2/1, but it is quite noticeable, especially in a block with R2/1.
- R1/4 A white notch in the outer frame above the 'R' of 'LEEWARD'.
- R2/1 The top of the left frame slopes inward. Also, in the bottom frame underneath the left point of the value tablet, there is a white fleck - small, but constant. The frame variety is Halward #3.
- R2/5 There is a fleck in the outer frame above the first 'E' of 'LEEWARD'.
- R3/3 A vertical break in the bottom frameline, under the '4'. Not to be confused with the next flaw.
- R3/6 A diagonal break in the bottom frame, under the 'd' in the value tablet. Halward #13c.
- R4/2 A notch in the keyplate, opposite the lower right corner of the value tablet. It took me a very long time to position this variety.
- R4/6 Two diagonal cuts above the 'W' of 'LEEWARD'. One would associate this with the damage on R3/6 as described above, were it not for the fact that the cuts are in the opposite direction.
- R5/2 A notch in the outer frame opposite the final 's'. Another flaw whose position was a mystery to me for ages.
- R7/6 Damage to the left frame above and to the left of 'E' of 'POSTAGE'.

R9/3 Distortion to the inner and outer frames to the left of 'LEEWARD'. It appears to have been caused by a crack. Halward #3.

**Right Pane**

- R5/2 Cracked frame opposite '&'.
- R6/2 Small clean break under the second 's' of 'ISLANDS'. Although small, this is quite visible.
- R7/5 Major damage to top framelines. The whole of the top frame appears to have been re-worked, and there are breaks affecting the inner frame.
- R7/6 Continuation of the same damage. It is especially noticeable at the top left corner.
- R8/4 A flaw affects the thick frames between the King's head and the value tablet, under the back of the King's head.

It seems likely that some of these flaws were not fully constant throughout the life of Plate 1. Single stamps from this plate are distinguished from those from Plates 2 and 3 by a white patch on the cheek of the monarch, and are very easy to pick out when one has had a little experience with this issue. In general, too, mint examples will have some tropicalisation of the gum, although this is not universal.

I would be interested to hear of any further keyplate flaws on Plate 1 that I have not covered in this article. Anyone interested may contact me at Murray Payne Ltd., P.O. Box 1135, Axbridge, Somerset BS26 2EW, U.K.

**Cayman Islands Postal Markings: Update No. 3 (Conclusion)**

by THOMAS E. GIRALDI

This concludes the third update to *The Postal History of the Cayman Islands*, the first part having appeared in the December 1994 issue of the journal.

**Other Air Mail Markings**

Type 7  
Also seen in Black

Type 7a (?) or Type 11 (?)  
Slight dimension difference, now 52 x 39 mm  
(formerly 54 x 39 mm)  
EKD 24 Feb 1992

**Special Delivery**

Type 1  
EKD 12 Dec 1965

*Express*

Type 1  
EKD 11 Oct 1983  
Now seen in black

*Mail Damaged*

Type 4  
EKD 30 Mar 1984

*Unclaimed*

Type 4  
EKD 1 Mar 1977

**Chapter 8 – First Air Mails**

AM2-1940  
By Douglas Seaplane NC14208  
Pilots: W.L. Cleveland and Hector Alexander

AM7-1966  
Shown at right is type AM7C with the imprinted map of the flight route.

AM8-1967  
An example of this first-flight cover has been reported with a Braniff International label. The reason for this is unknown, as LACSA and Southern Airlines were the carriers at that time.

*Received Opened*

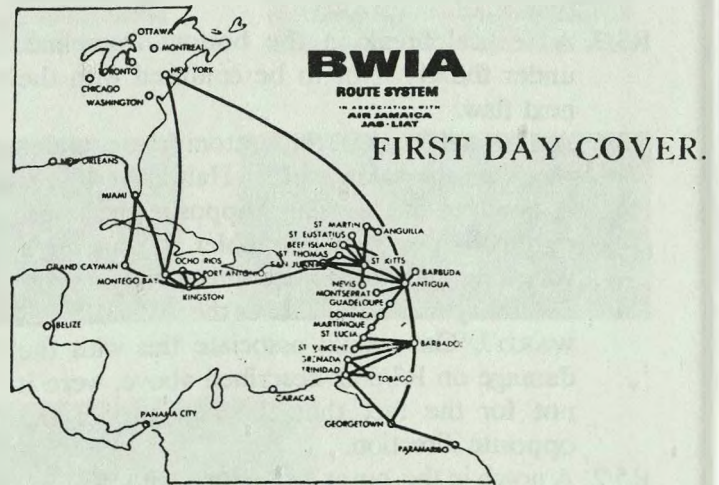
Georgetown

Type 2  
Also seen in black

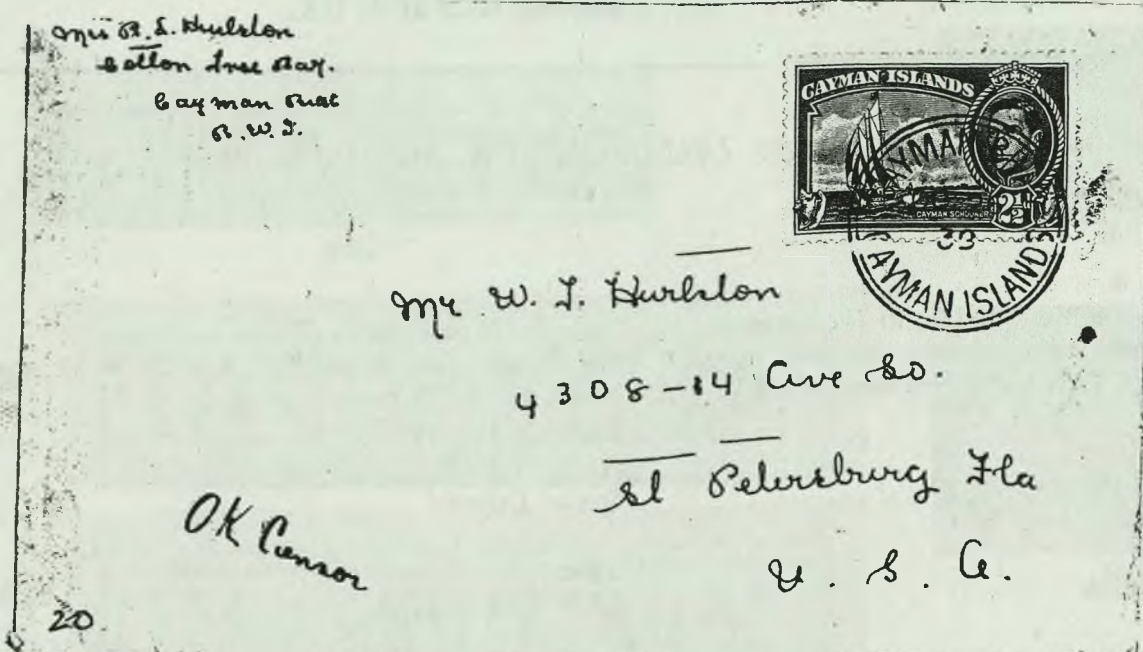
*Second Class Air Mail*

Cayman Brac

Type 1  
EKD 24 Dec 1959  
Now seen in blue



BWIA BOEING 727 SUNJET INAUGURAL FLIGHT  
GRAND CAYMAN TO: DEC. 17 1966.



Type CM-1

## Chapter 9 – Postal Censorship During World War II

### Type CM1

A third subtype of manuscript censorship mark, reading 'OK Censor' in red, is shown on a letter dated 26 October 1939. Other manuscript markings seen are 'Censored' and 'Past [sic] By Censor'. All are on letters from Cayman Brac.

EKD 26 Oct 1939

### Type CM2

EKD 19 Oct 1939

LKD 19 Nov 1941

### Type CL1-C

(orange label)

EKD 28 Aug 1940

On a cover with Georgetown's type 8 postmark.

### Type CL2

Also used at Boddentown.

### Type CH2

EKD 31 Jan 1940

Used at Creek.

### Type CH5

EKD 4 May 1944

Black

## Chapter 12 – Miscellaneous

Both James Podger (see his article in the December 1993 issue of the journal) and Ivan Burgess have sent information on H.M.S. *Dragon*, the British war ship that visited the Caymans. The cachet on Ivan's cover is different from that shown in James's article.

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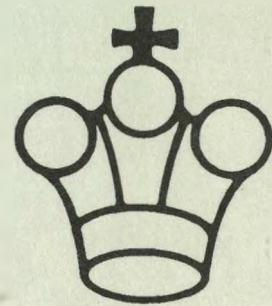


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